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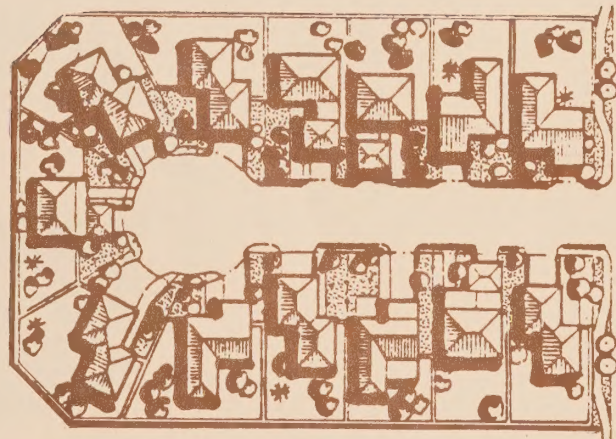
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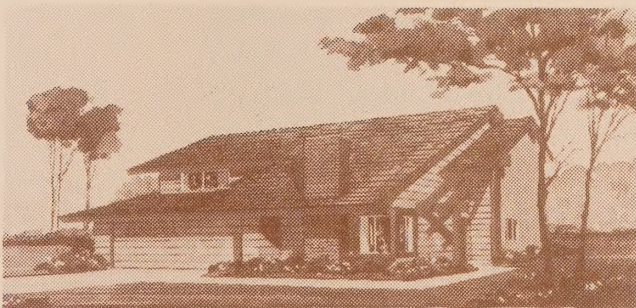
APR 20 1987

UNIVERSITY OF CALIFORNIA

DESIGN



GUIDELINES



MANUAL

City Council of Placentia

George F. Ziegler
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Arthur G. Newton
Mayor Pro-Tem

Richard E. Buck
Councilmember

Carol Ann Downey
Councilmember

John O. Tynes
Councilmember



Roger L. Kemp
City Administrator

Staff :

Director of Development Services **Joyce Rosenthal**
Project Manager **Richard Hendriksen**
Project Coordinator **Matthew Artz**
Junior Planner **Christopher Becker**

APRIL 1986

City Council of Pasadena

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Council Member

John F. Jones
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Arthur G. Weston
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Robert L. Kohn
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Staff:

City Manager: William J. ...
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City Treasurer: ...
City Attorney: ...

April 1982

INTRODUCTION

If there is a theme of design in the City of Placentia it can be summed up in the phrase "Quality Development". City Council, Planning Commission, staff and developers have worked together over the years to develop standards which will produce not only safe and sound buildings which meet applicable health and safety codes but home and work environments that are attractive, functional and will retain their value to the property owner and the community. This sense of quality is evident in the median islands and parkway vistas along major arterials, well maintained residential areas, commercial centers where signing follows an intergrated sign program and versatile well designed industrial parks.

This document should serve as a developer's handbook to help in the preparation of plans and minimum development standards such as lot coverage, setbacks and numbers of parking spaces. Others, equally important, such as landscaping, circulation patterns and architectural treatment of buildings cannot be easily quantified and are not listed. The Development Design Guidelines manual provides a visual interpretation of these standards, both code and non-code, to clarify the City's expectations and help define quality development. There are separate chapters for various land uses — residential, commercial and industrial and separate sections for special categories such as development in and around oil fields, along railroads and at the interface of different land uses.

INTRODUCTION

The purpose of this report is to provide a summary of the findings of the study conducted by the research team. The study was designed to investigate the impact of the intervention on the target population. The results of the study are presented in the following sections. The first section provides a brief overview of the study, including the objectives, methods, and results. The second section provides a more detailed description of the study, including the study design, data collection, and analysis. The third section provides a summary of the findings of the study, including the main results and conclusions. The fourth section provides a discussion of the findings, including the implications for practice and policy. The fifth section provides a summary of the study, including the limitations and strengths. The sixth section provides a conclusion and recommendations for future research.

The study was conducted in a community setting, and the findings are based on the data collected from the study population. The study was designed to investigate the impact of the intervention on the target population. The results of the study are presented in the following sections. The first section provides a brief overview of the study, including the objectives, methods, and results. The second section provides a more detailed description of the study, including the study design, data collection, and analysis. The third section provides a summary of the findings of the study, including the main results and conclusions. The fourth section provides a discussion of the findings, including the implications for practice and policy. The fifth section provides a summary of the study, including the limitations and strengths. The sixth section provides a conclusion and recommendations for future research.

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RESIDENTIAL




Placentia has long had a reputation for being a "bedroom community" and although the commercial and industrial segments have been steadily expanding, residential development still dominates the City with more than 80% of the total acreage occupied by and/or zoned for residential development.

The majority of units are single family dwellings in tracts, however, all types of units can be found, i. e. duplex, apartment, attached town house, condominium, detached patio home.

Careful attention is required regarding traffic flow through the areas, adequate parking, noise mitigation measures when adjacent to a railroad or freeway and provision of recreational facilities.

Good site design should provide privacy without isolation. Neighboring patterns should be promoted which will help build a strong sense of community regardless of housing type.



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Site Design



Provide privacy and security without creating long expanses of block walls.



Promote non-grid circulation patterns within neighborhoods and specific plan communities.

Use roadways to define community edges and form.

Encourage use of berms and barriers to mitigate traffic noise and enhance roadway appearance.

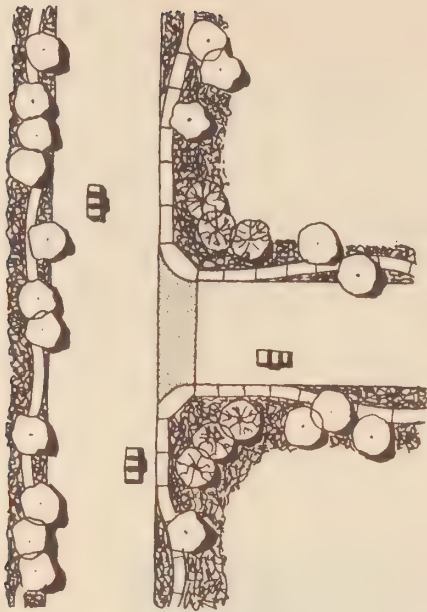
Utilize roadway patterns to reduce through traffic in residential areas.



NON-GRID CIRCULATION



Utilize curvilinear streets to slow traffic and enhance neighborhood appearance.

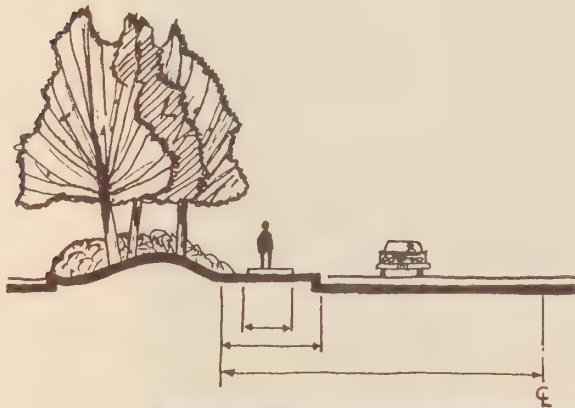


Utilize roadways to assist in separating incompatible land uses.

Use alternative surfacing materials to enhance sidewalk appearances.

Encourage adjacent sidewalk and curb design, as well as meandering sidewalk designs to promote variety and landscape opportunities.

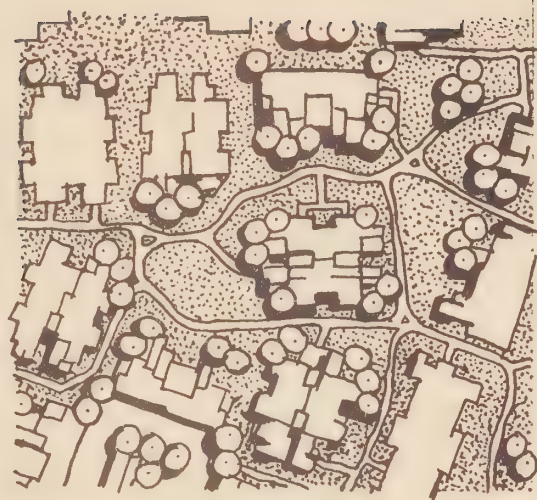
Employ special techniques and use materials to identify pedestrian crossings.



Provide pleasing pedestrian routes in association with established right-of-way.



Encourage incorporation of pedestrian and open space links between and within neighborhoods and specific plan communities.

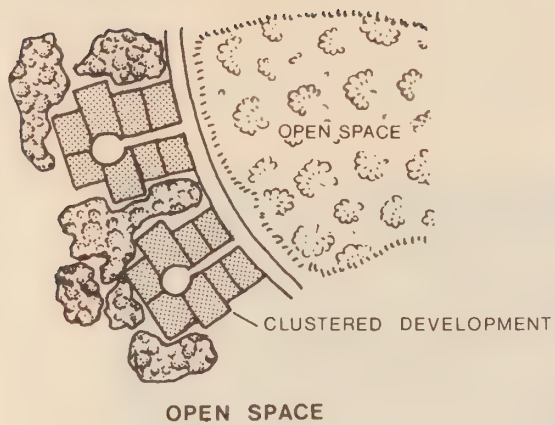


Safe pedestrian access should be provided from all units to school or to bus stop for school children. This should cross a minimum number of streets.

Adequate pedestrian access shall be provided for all units to all amenities within the project.

Adequate pedestrian access shall be provided to exterior boundaries to the project.

Adequate access shall be provided to mailboxes for each unit.



Use clustering to produce useable areas of open space and preserve terrain features.



SPLIT LEVEL STRUCTURE



RETAINING WALL

Design subdivisions which minimize disruption of natural terrain.

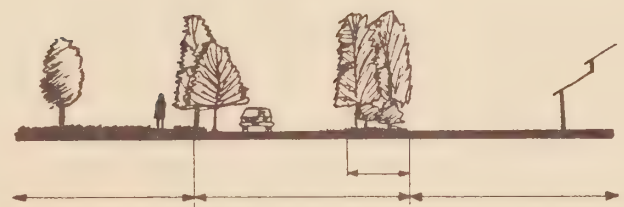
- Alignment of lot lines and streets with slope rather than roads.
- Use of split level dwellings on sloped areas.
- Use contour grading and varying slopes to create natural appearing slope character.
- Utilize grade change spaces between adjacent uses to vary grade.

Create defined project entry ways...



...with locator maps in Multi-Family developments.

Promote compatibility between various residential densities through design.



ADJACENT RESIDENTIAL DENSITIES

In Multi-Family Developments provide:

1. An interconnected network of pedestrian and vehicular traffic;
2. Defined entry to project;
3. Limited access at conflict points and on heavily traveled driveaisles;
4. Parking within 100 feet of the unit served;
5. Recreation amenities;
6. Complete through circulation;
7. Secondary ingress and egress;
8. Joint use of oil well areas.

Notes

Architectural Treatment

Encourage designs within neighborhoods which are harmonious in scale and appearance.

Discourage homogeneous land use design and patterns with little or no diversity.



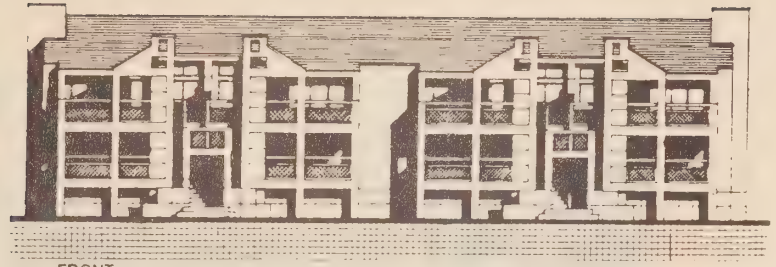
Provide design techniques which establish or reinforce neighborhood identity and form.

Promote development which, through design, protects and enhances neighborhood function and appearance.

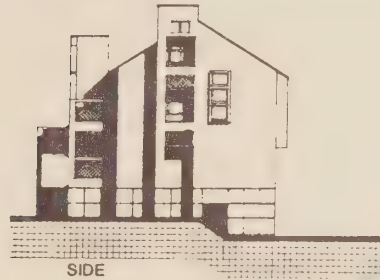


Provide recreational amenities in Multi-Family projects that are architecturally compatible with the surrounding structures.



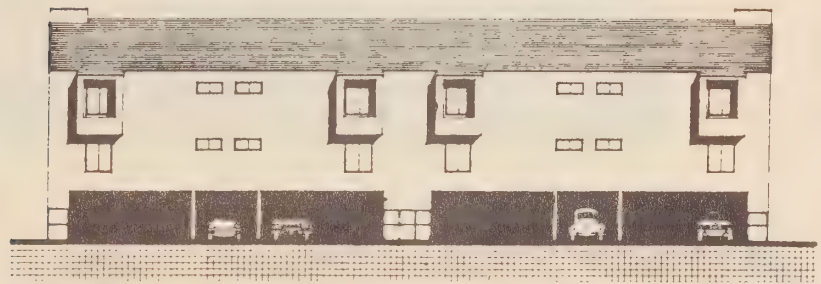


FRONT



SIDE

BUILDING 1



REAR

Use changes in the roof line, popouts, balconies and entries to create interesting elevations.





Neighborhood and special area entryways should be enhanced to reflect similar architectural characteristics of the adjacent development.



NEIGHBORHOOD ENTRY ENHANCEMENT



Walls and landscaping can be used to give privacy to exterior living spaces.

COMMERCIAL

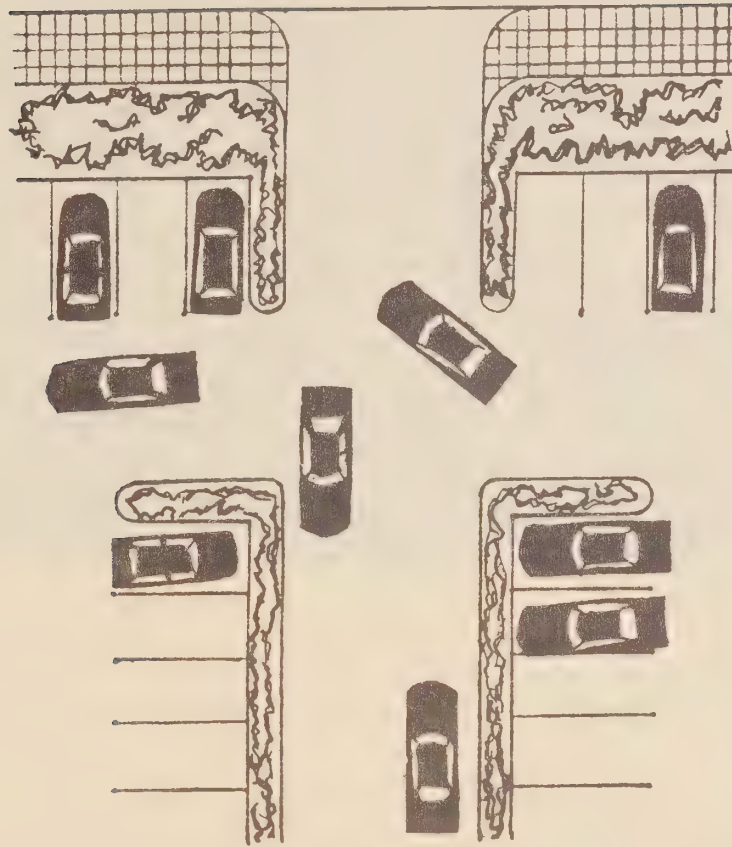


Commercial zones include office buildings, retail shops in small neighborhood centers, service stations, restaurants and larger centers containing supermarkets and drugstores which are designed to attract customers from a wide area.

All these uses are characterized by a steady flow of pedestrian and vehicular traffic. Careful attention must be paid to on and off-site circulation patterns, including access, location of available parking, uniform sign program for individual shops and center identification sign.

It is characteristic of commercial centers to be located adjacent to residential property. Particular attention must be paid to mitigate the negative aspects of this symbiotic relationship.

Site Design



Provide unobstructed ingress to site.

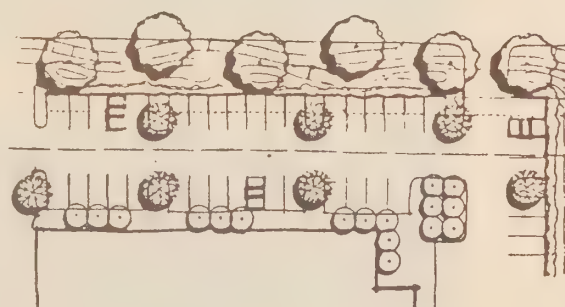




Encourage parking lot design which visually integrates the adjacent structures by:

PARKING LOT ALTERNATIVES

- Use of color and materials for accents and focal points.
- Connecting landscape design and color.
- Corresponding sign appearance.



Incorporate berming and landscaping techniques between parking lots and streets which minimize noise and visual impacts.





LANDSCAPE BERMING

Encourage parking lot design which reduces ambient air temperatures and fragmentation of the various lot spaces through various techniques.

- Elevation differences.
- Landscaped vertical planes.
- Berming.



Double stripe all parking spaces.



Separate buildings from driveaisles with landscaped buffers.





Provide adequate pedestrian access.



Commercial Site Design must have:

1. Through circulation;
2. Limited access onto arterials;
3. Landscaped buffers to separate parking from driveaisles, sidewalks and building;
4. A 10 foot setback adjacent to residential property;
5. Trash enclosures built to City standards;
6. Compact spaces separated from full sized spaces and not located at the most desirable points, i. e., directly in front of doorways.



Architectural Treatment



Develop an architectural theme. Avoid box like appearance by use of sloped roofs and changes in height and roof line. Use architectural treatments to screen roof equipment.





Break up long facades with use of popouts, overhangs, setbacks, and arcades.



Accent windows with wood trim, canopies or awnings.



Architecturally screen mechanical equipment.

Notes

INDUSTRIAL



Since people spend the greater part of their day at work, the work site should reflect the same attention to development standards as other sites throughout the City. In industrial zones, there is the same need for building enhancement through architectural treatment, use of landscaping for screening and as a buffer and a circulation pattern that separates work and public areas. The following pages illustrate this concept; they are examples of how design standards can be used to produce a project that is aesthetically pleasing and also functions well as a business site.

Site Design

On site circulation shall provide for;

...the unobstructed entry of vehicles to the site,



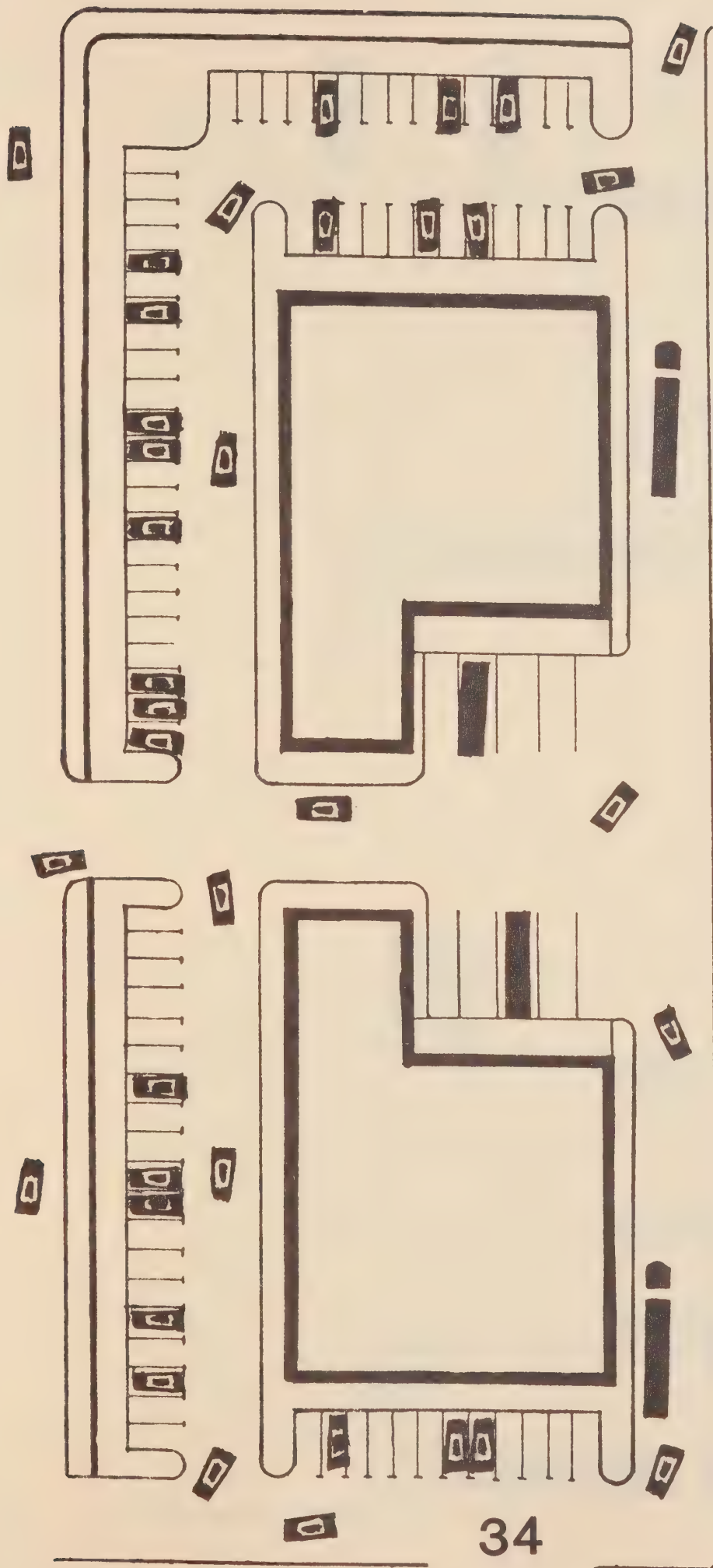
...different paving materials and textures to define possible traffic conflict points.



...separation of truck and automobile circulation.



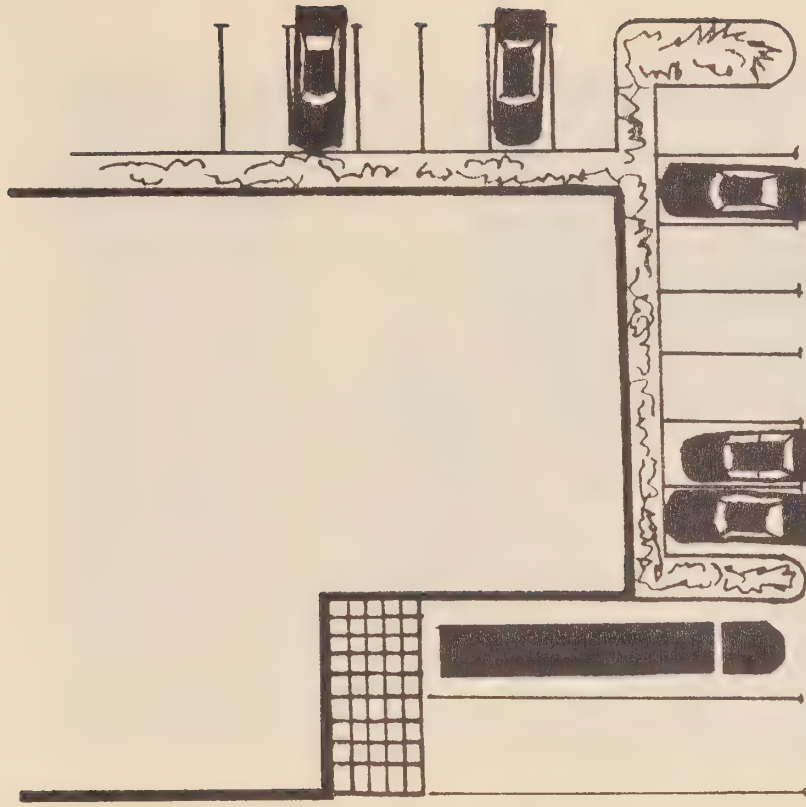




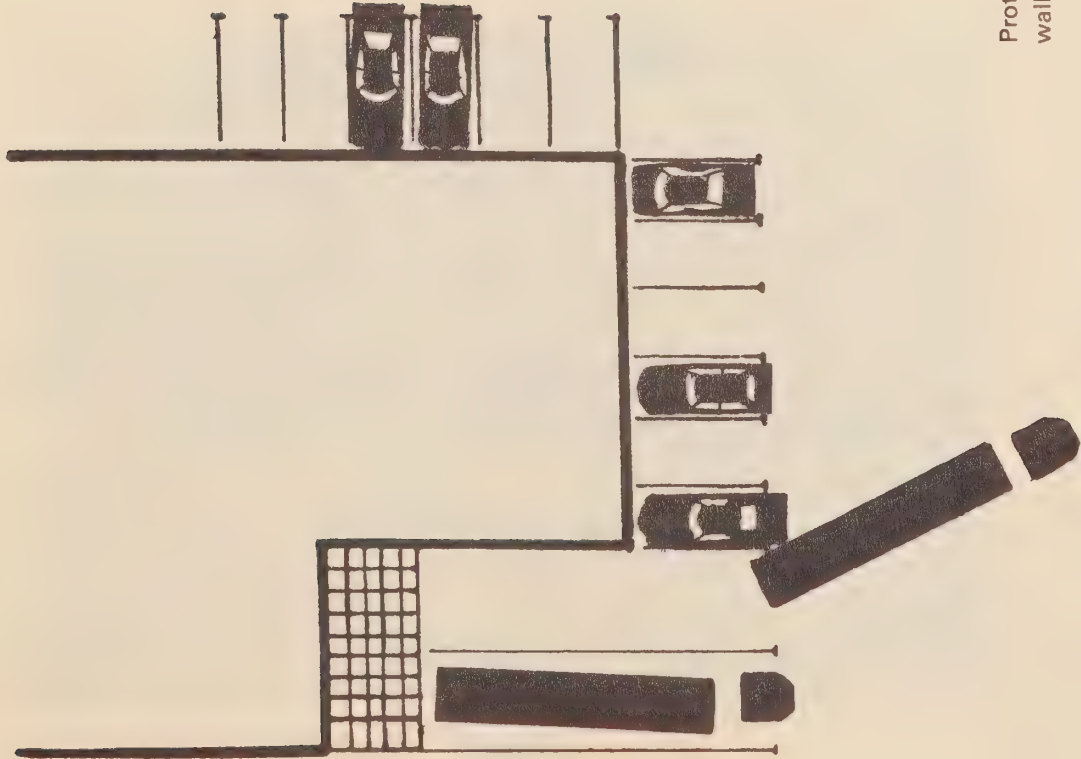
In site design provide for :

- Separation of parking and work areas
- Screening of loading docks from street
- Alignment of new and existing driveways
- Clear line of sight at corners of streets and buildings

GOOD



POOR



Protective landscaped buffers shall be used to separate parking stalls, loading areas, walls, driveaisles and walkways.



All protective separations should be landscaped; however, the planting should not impair the line of sight for vehicle drivers.



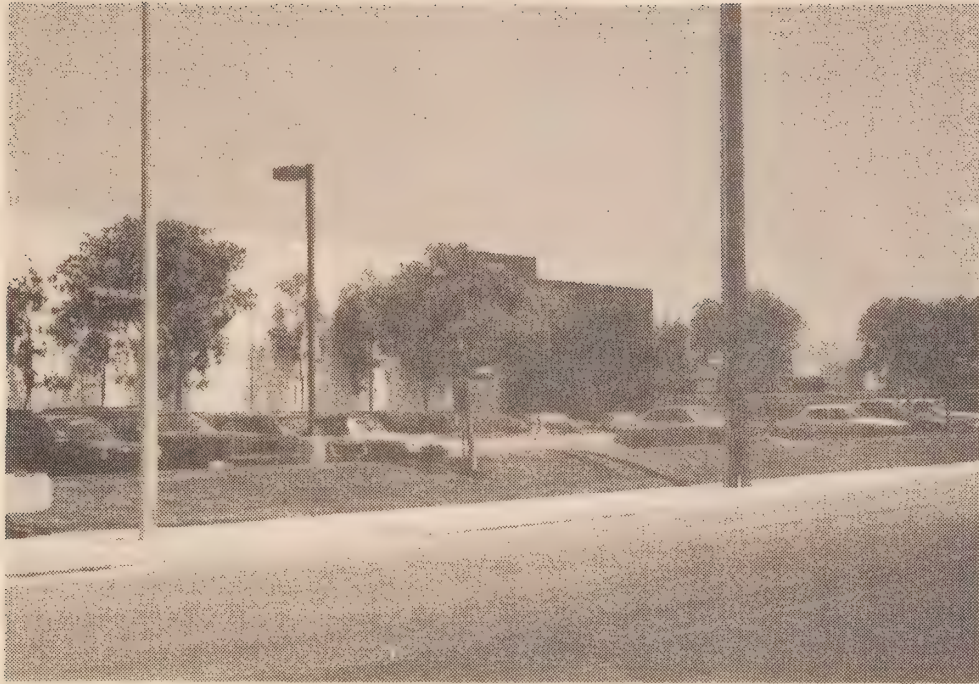
Parking lots should be designed to blend in with and complement the building design. Large expanses of pavement should be avoided in areas visible to street. A number of smaller lots based on occupation and work areas of drivers is preferable to a single large lot. Landscaping and the building can be used to separate parking areas.



Landscaping should be used to soften corners and break up facades as well as highlight and define specific areas such as entry ways.

Promote industrial site planning which maximizes aesthetic qualities and minimizes land use impacts.

- Large visually attractive frontages including landscaped parking.
- Aesthetic diversity in size of building and choice of materials.



Varying heights of plantings should be used in conjunction with berms and walls to provide screening of parking lots and work areas.



Loading Areas

Loading areas should be separate from parking areas and screened from view from the street by the building, landscaping or walls.

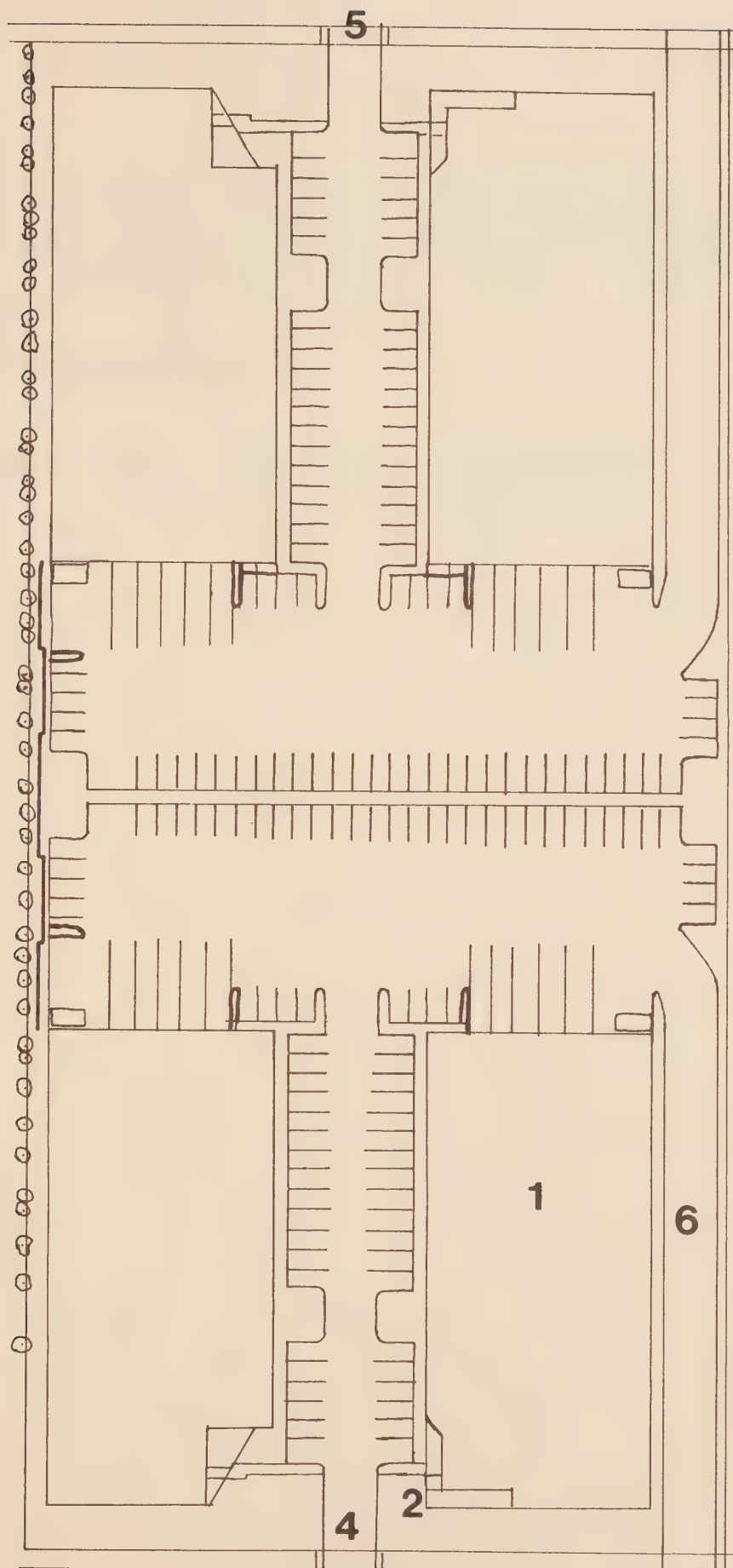
Loading docks should not interfere with parking or circulation. An adequate apron should be provided.

Where loading areas are located in the interior of a building and not recessed they should be separated from work areas by a block wall.

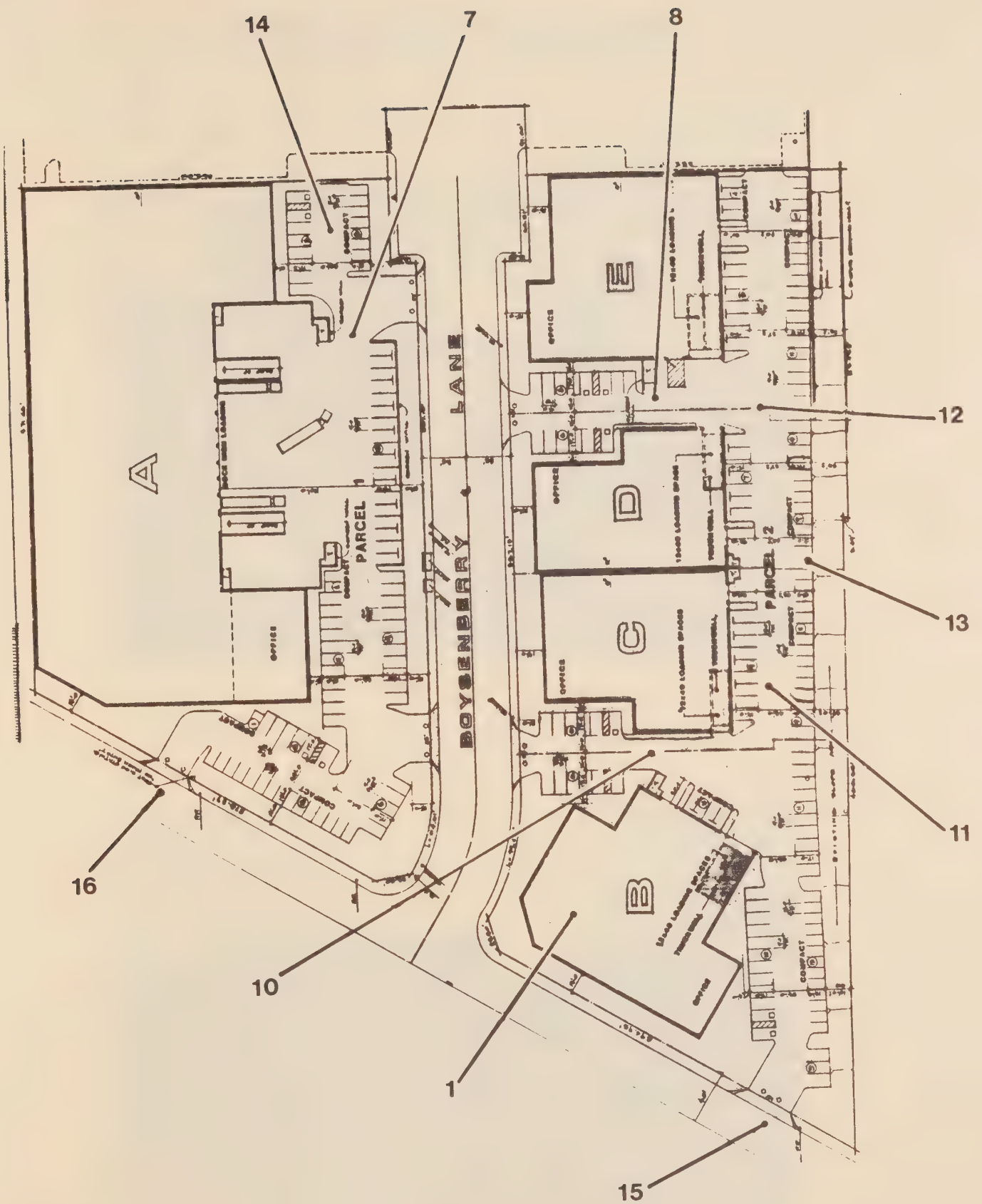
The required size and number of loading docks varies in relation to the size of the building. However, in no case should the loading facilities be inadequate for the use.



1. The building should be located and oriented on site so as to: allow safe and easy circulation; present a pleasant facade to the street, i.e., screen undesirable uses through design; separate uses; and mitigate impacts on neighboring properties.
2. Staggering of planes along exterior walls to provide relief from monotonous, uninterrupted expanses of wall.
3. Differing angles and heights to be used to avoid a boxlike appearance.
4. Vehicles must have enough space to completely clear the public right-of-way before being required to stop at gates or other potential barriers or congestion.
5. Directional arrows should be used in areas of possible vehicle conflicts.
6. Circulation:
The site should provide through circulation patterns for vehicles with the separation of truck and automobile traffic where possible.



7. Adequate turning radii must be provided to avoid unnecessary maneuvering.
8. Enclosures should be located to provide easy access by trash vehicles as well as employees on site.
9. Where parking spaces abut a drive aisle, wall or another use, such as loading dock, a minimum 5 foot wide protective landscaped buffer shall be used for separation.
10. Where drive aisles abut a building wall or parking stall a minimum 5 foot protective landscape buffer shall be provided.
11. Drive aisle width shall be a minimum of 25 feet.
12. Use mutual circulation systems to maximize lot coverage.
13. Separate compact and full size parking spaces.
14. When large numbers of parking spaces are required break up into smaller lots.
15. Driveways should be a sufficient distance from the corner to prevent conflicts.
16. Minimize the number of driveways, especially on arterial streets.



Architectural Treatment

In building design provide:

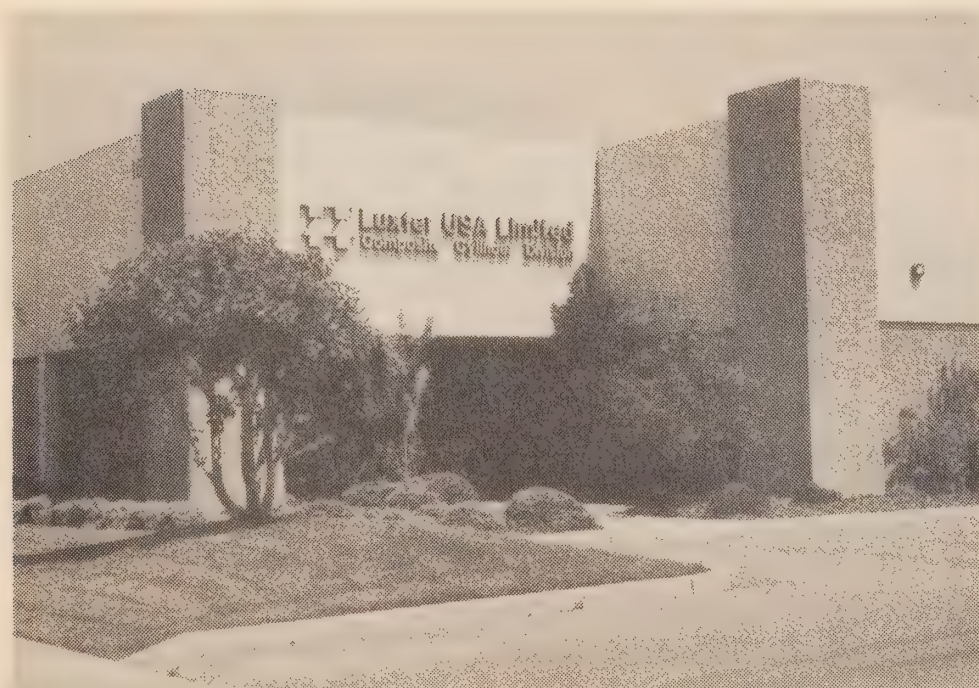


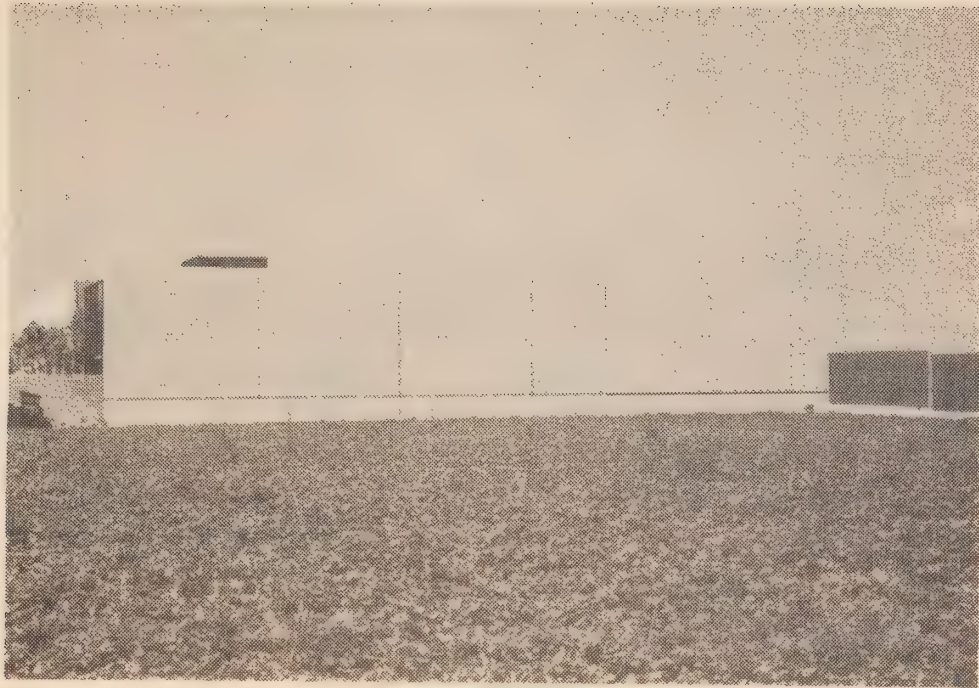
...different materials and textures to enhance the building appearance,

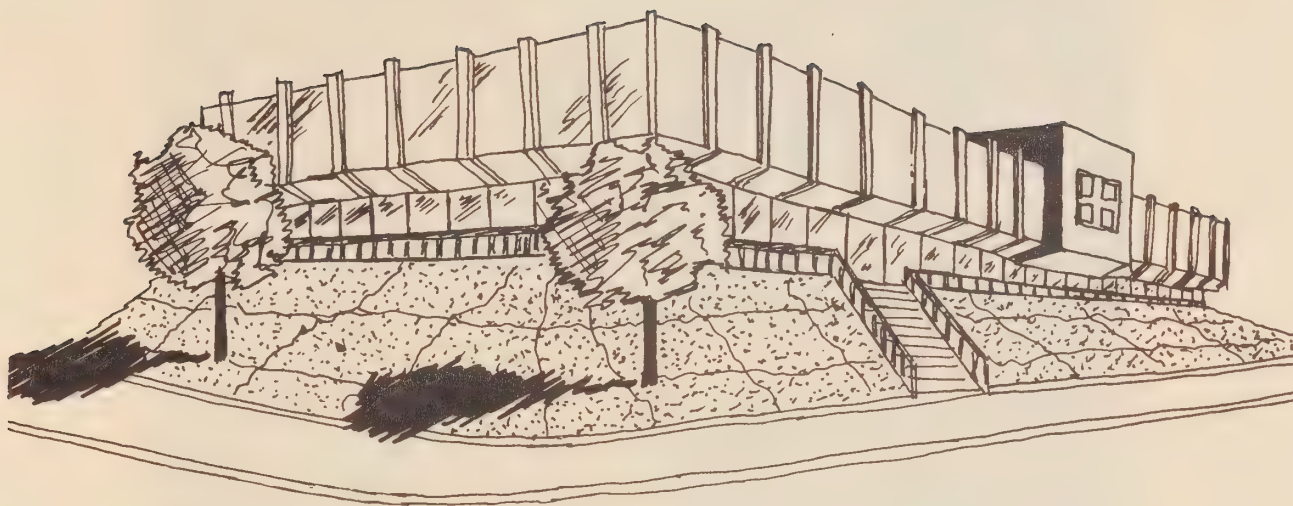




...architectural elements, staggered planes, recesses, popouts, etc., to ameliorate large flat surfaces and boxlike designs,





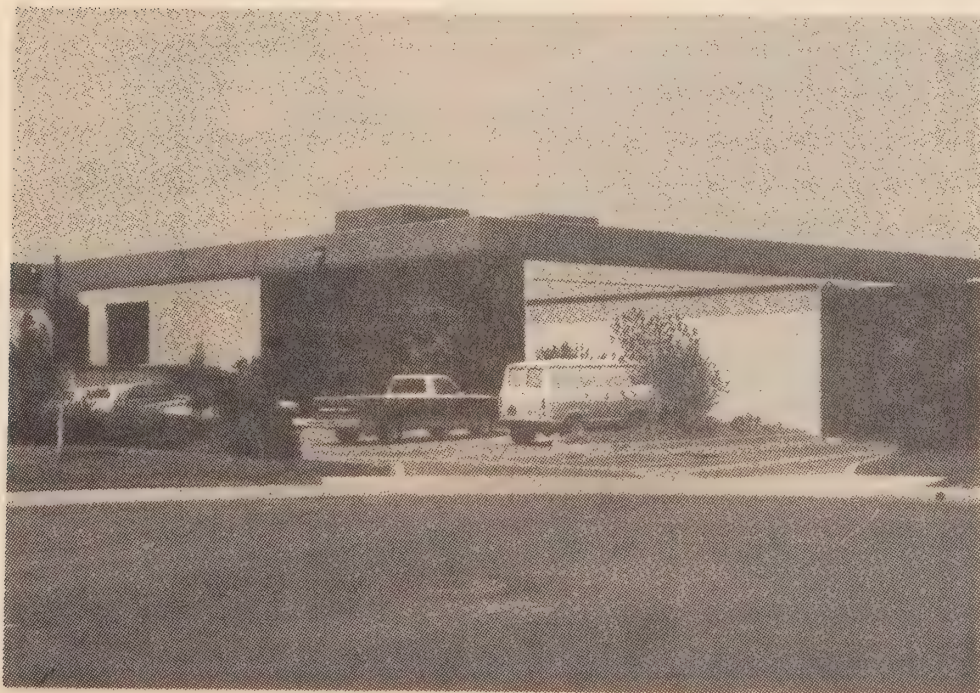


...and special landscape treatments to enhance entries soften walls and provide contrast to building planes.



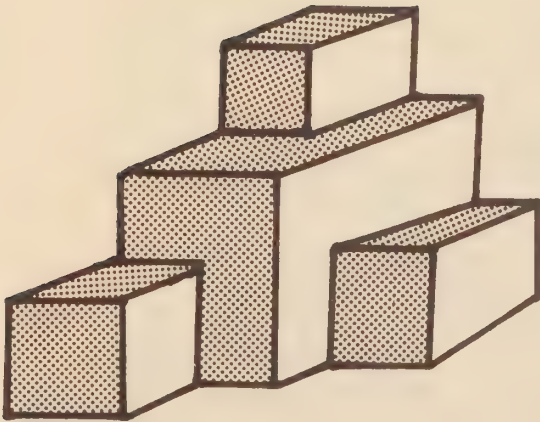


If not hidden by the building itself, walls shall be provided to screen unsightly uses such as loading and storage areas.

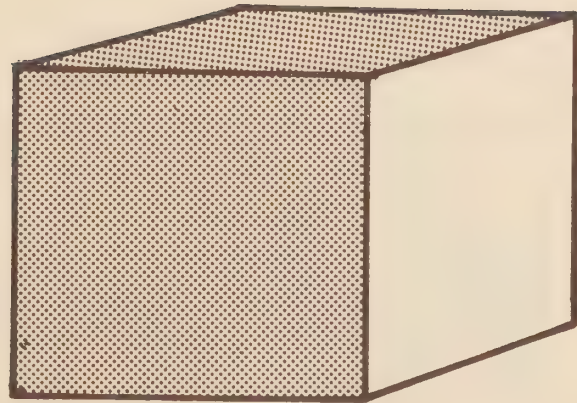


Design buildings and related spaces which minimize abrupt changes in structure scale.

- Structures three stories and larger should utilize horizontal plane emphasis and other design techniques to minimize visual impact.
- Use of landscaping to soften visual impact of large scale buildings.
- Use of architectural detail to diminish scale of structures.



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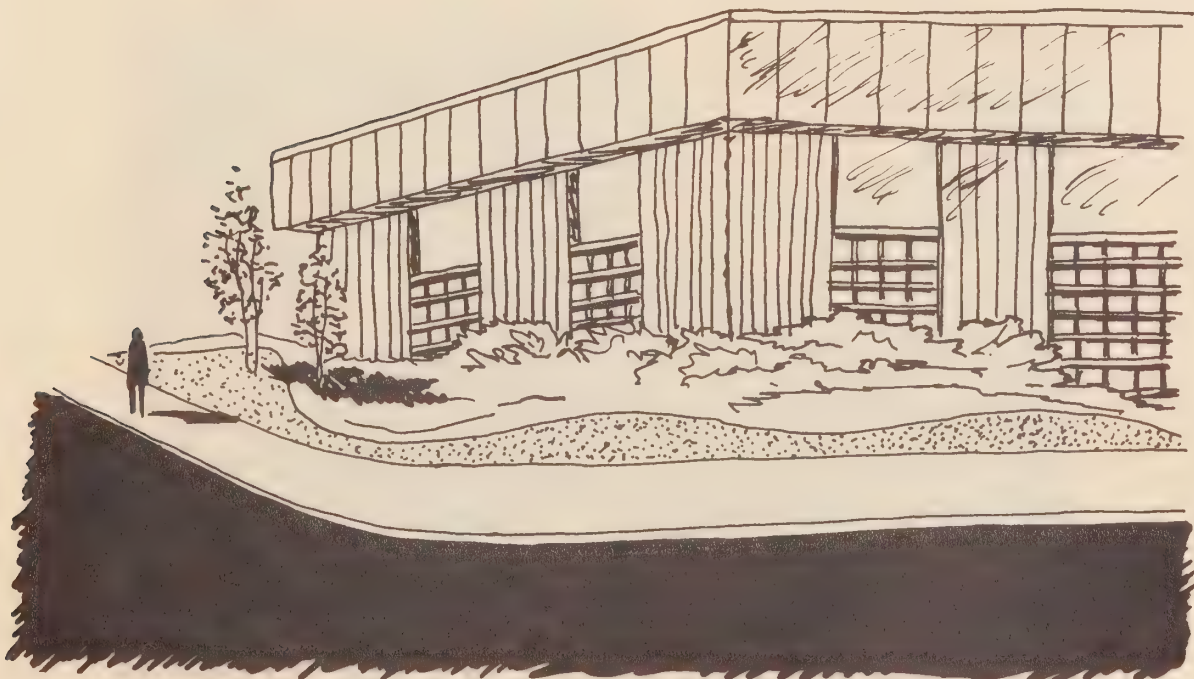


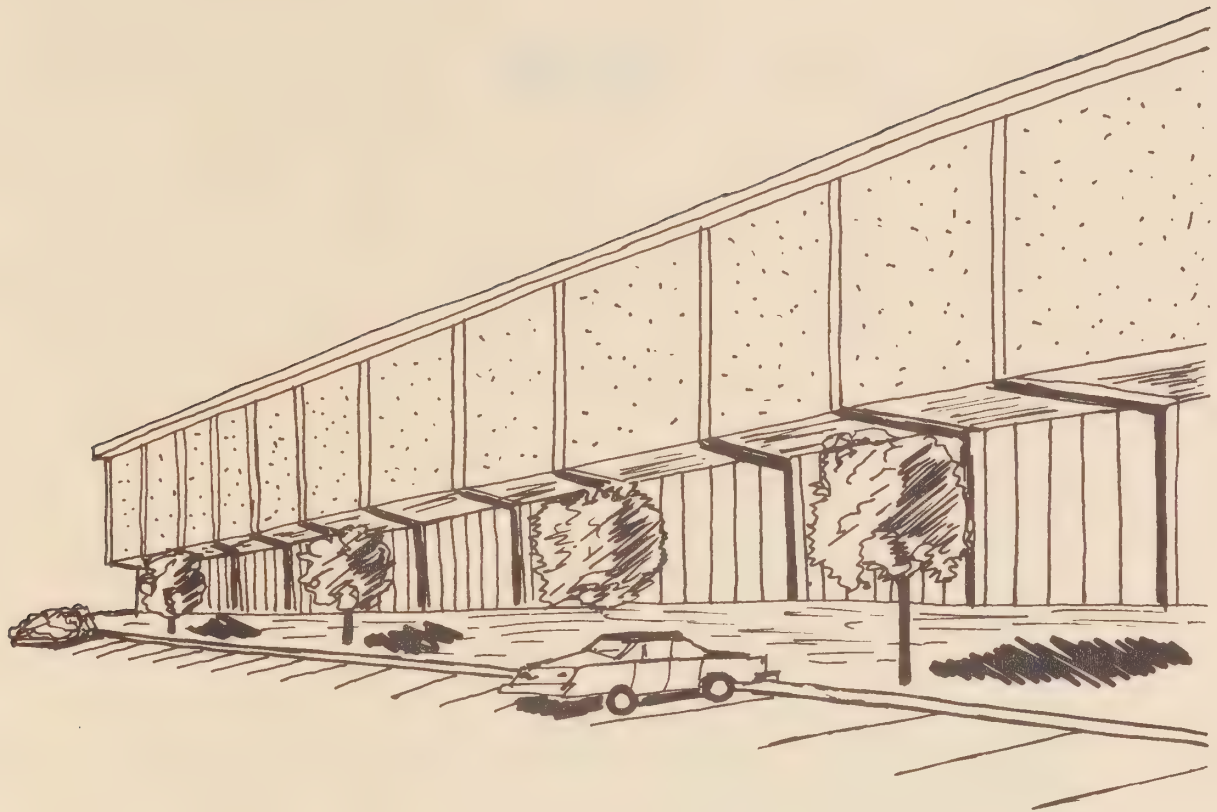
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BUILDING SCALE



Use landscaping and architectural treatments to soften and breakup facades of buildings.





Provide landscaped buffer between parking and building.



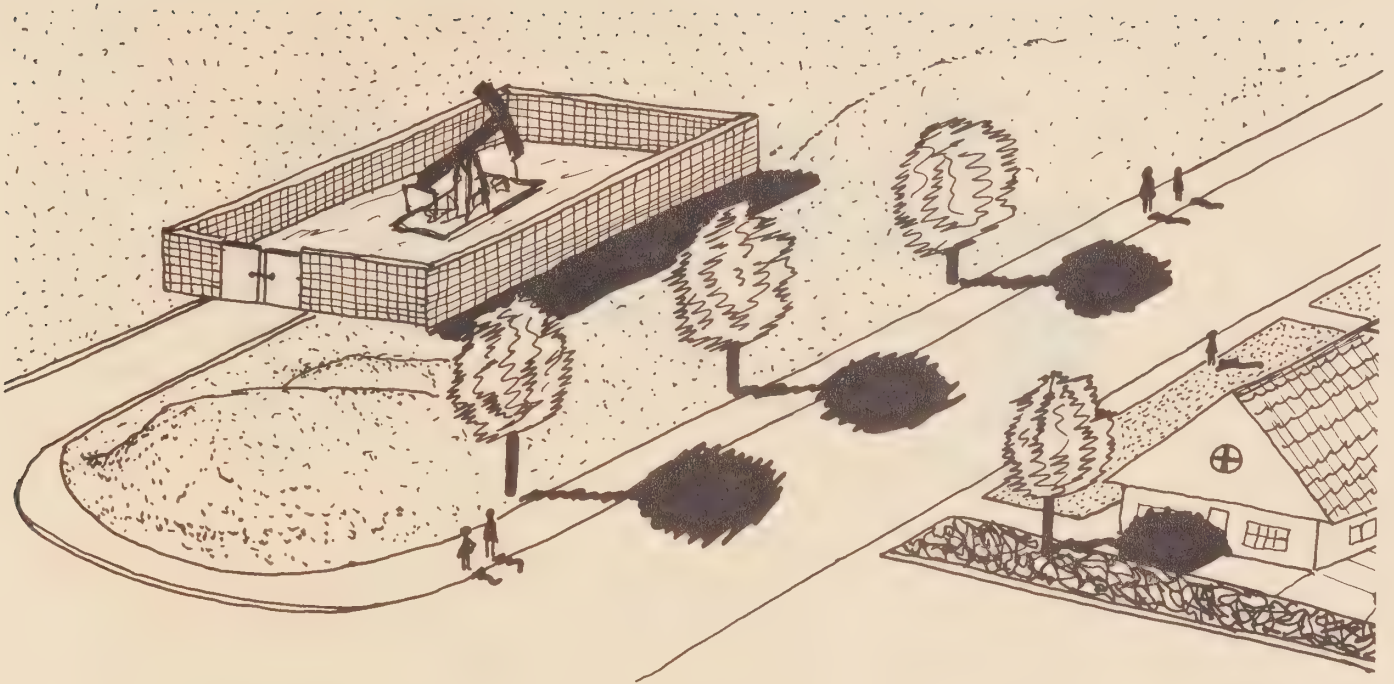
Notes

SPECIAL CATEGORIES

Oil Wells

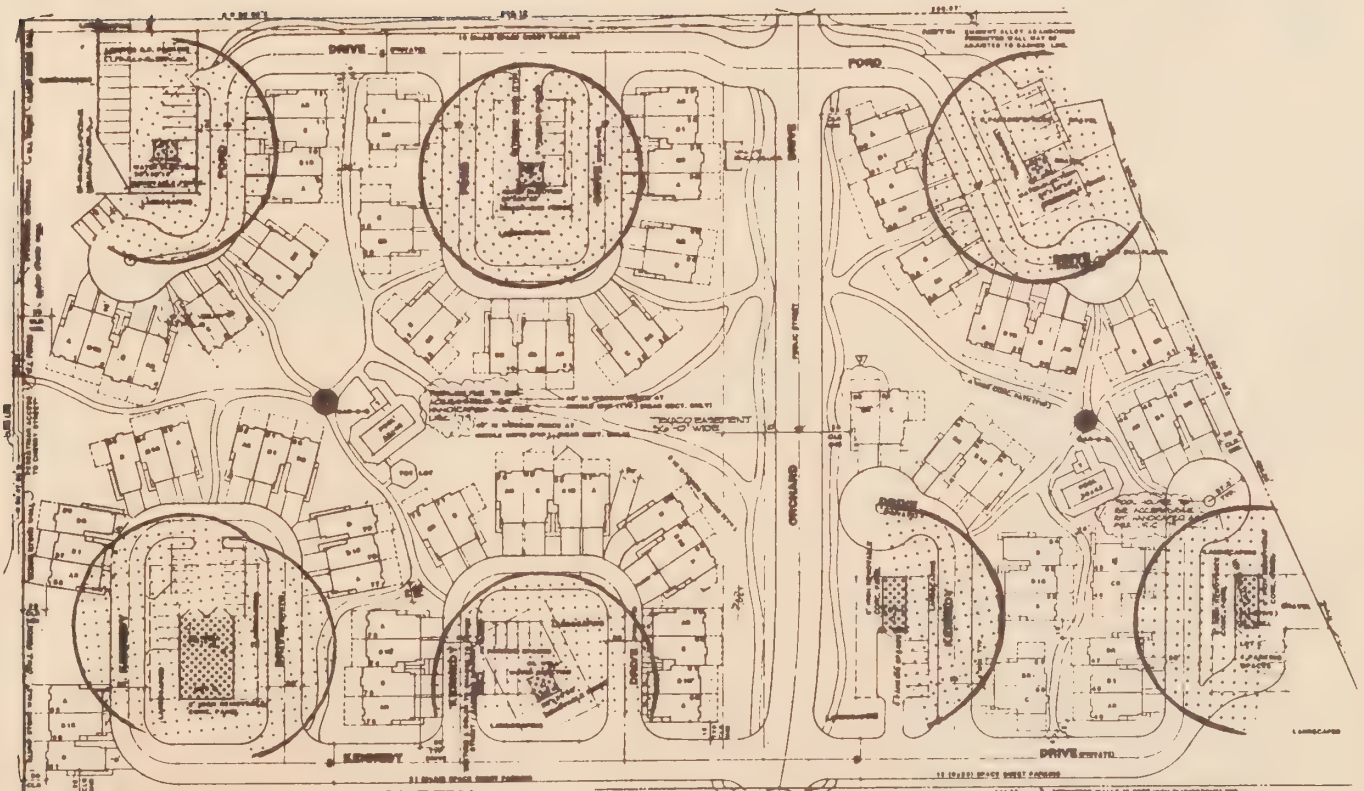
No habitable structures may be built within a 100' radius of an oil well. Access to the wells by the oil companies must be provided and noise may be required to be mitigated, especially in residential areas.





Oil wells, screened with berms, walls and planting, present opportunities for joint use or passive open space.





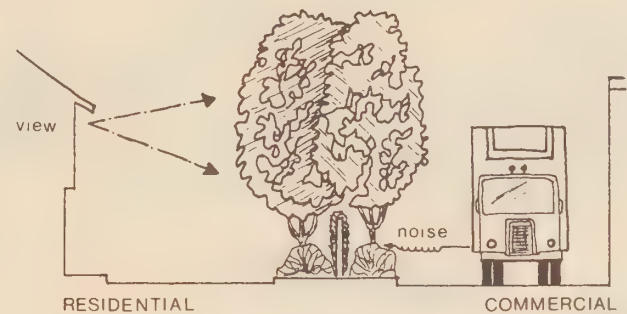
WELLS
 100' RADIUS

Transition Areas

In order to mitigate the impact of one zone on another, various mitigation measures can be used.

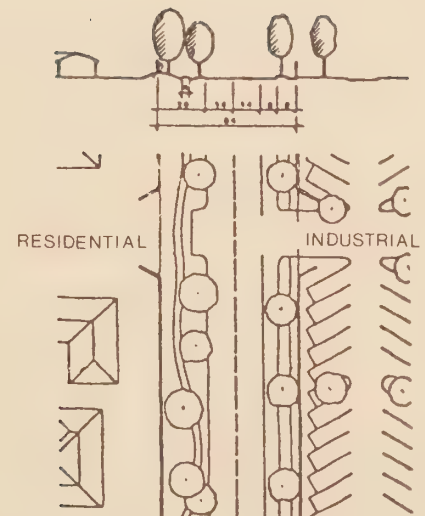
Incorporate design techniques which resolve land use interface problems.

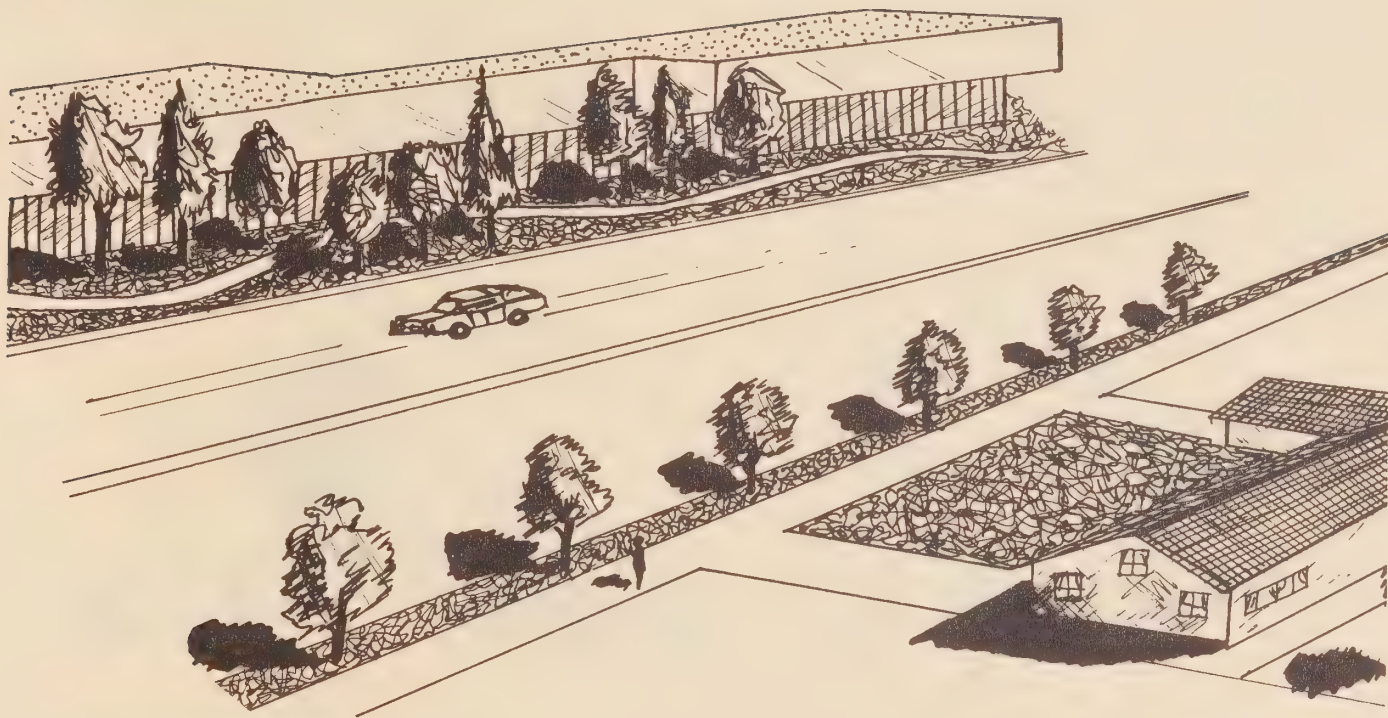
Encourage design which provides open space buffers between incompatible uses.



Encourage design solutions for maximum distance and visual separation between major conflicting uses.

Example:





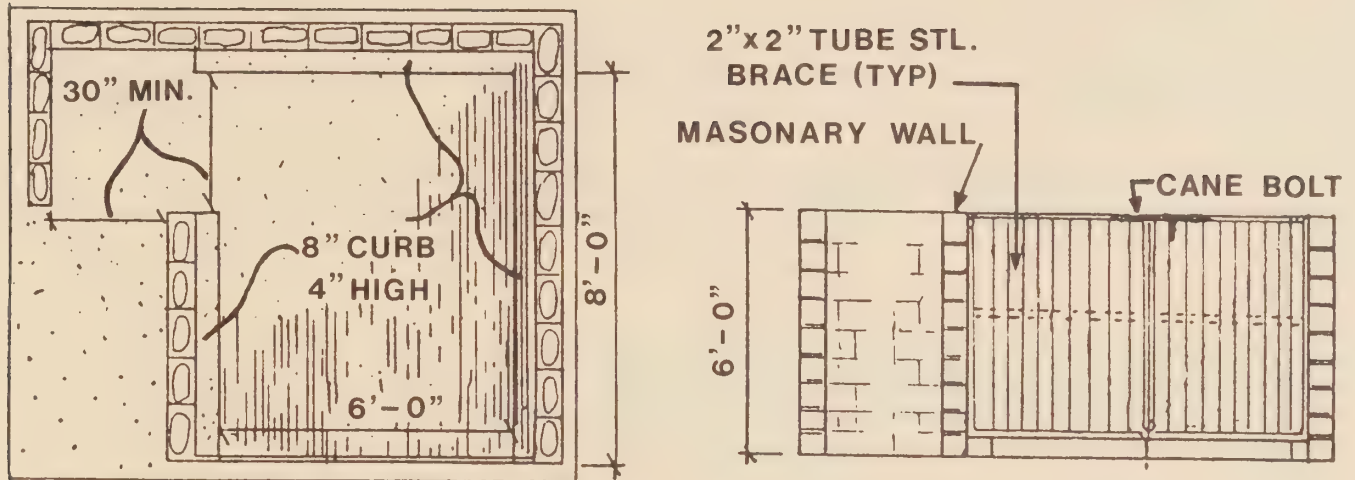
In transition areas, use landscaping, walls, fences and distance to mitigate impacts of one zone on another.

Railroad

Development adjacent to a railroad must meet the same code requirements for noise as other development. Typically, special mitigation measures are required to accomplish this.



Trash Enclosure Specifications



Materials: Six inch block construction with wood or metal opaque gates. Set on four inch P. C. C. Pad. Pad to be at ground level. All hardware to be corrosion resistant.

Number Required:

Residential: One 6' X 8' enclosure per 8 dwelling units.

Commercial/Industrial:

One enclosure per each three units (or fraction thereof) where units are 5,000 sq. ft. or less.

One enclosure per unit where units are between 5,001 sq. ft. and 15,000 sq. ft.

Two enclosures per units where units are greater than 15,000 sq. ft.

A trellis or lattice cover required when enclosure is located in vicinity of two-story residential structures.

Any variations from these standards must be approved by the Director of Development Services.

Roofing Material Policy

New Residences:

The City's current policy is that new residential construction utilize either pressure treated wood shake or tile on pitched portions of roofs.

However, there are many new products which offer suitable alternatives to wood and tile yet maintain the characteristics of those materials. These products can also contribute to the quality environment that is associated with the City of Placentia.

Examples are:

1. **Three-dimensional composition shingles:** These shingles vary sufficiently in depth and are randomly tabbed to take on the appearance of wood shingles when installed. "Three-dimensional" is the nomenclature applied to the shingles by the Asphalt Roofers Manufacturing Association and they typically differ from the old-fashioned standard shingles in their weight (300# per square for 3-D shingles vs. 65-300# per square standard). Product shall have a Class A rating.
2. **Metal roofing:** This material is light weight and either coated with baked enamel paint or treated with other material in order to take on the appearance of shake or shingle. Product shall have a Class A rating (Example: Alcoa "Shake Shingle", Decra Tile).
3. **Perlite Tile:** This material is made from a composition of synthetic ingredients. It resembles cedar shake and carries a Class "A" fire rating. (Example: Cal Shake).

Although not always as attractive as wood shake or tile, these products can be more fire retardant than wood shake. Therefore, the future policy of the City is that if an alternative roofing material on new residential construction is desired, it may be installed if it:

1. Has a Class A rating.
2. Is found to be as aesthetically attractive as wood shake or tile.
3. Is approved by the Planning Commission.

In addition, as new products become available, and are found by the Director of Development Services to maintain the quality and characteristics of pressure treated wood shake or tile, they too may be used as an alternative roofing material when approved by the Planning Commission.



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Roofing Material Policy

How to Use

The City of Berkeley has adopted a policy to encourage the use of recycled roofing materials. This policy is intended to reduce the amount of waste sent to landfills and to promote the use of sustainable materials.

Roofing materials that contain recycled content are encouraged. The City of Berkeley will accept roofing materials that contain at least 25% recycled content. The City of Berkeley will not accept roofing materials that contain less than 25% recycled content.

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